



Vol. XXIII

ISSUED BY THE SAFETY & FIRE PREVENTION DEPARTMENT, NORTHERN PACIFIC RY., ST. PAUL, MINN., APRIL 1960

No. 4



NORTHERN PACIFIC'S TIME FREIGHT, NO. 602 WITH 6000 NP DIESEL LOCOMOTIVE, ALONG THE UPPER YAKIMA RIVER, WASHINGTON.



MEMO . . . FROM THE PRESIDENT

When Heinie Strasser retired recently as day baggage man at the NP depot in Butte, after 50 years of railroading, the event was reported by the Montana Standard. Note these excerpts from the newspaper story:

H. B. (Heinie) Strasser is a railroader who holds to the opinion that the only place a crab becomes an asset is in a salad.

"I've found," he said, "that if you greet people with a little friendship and good will you'll receive the same in return."

Strasser is the type of fellow who'll help an elderly lady with her luggage, or go out of his way to track down a missing item of baggage, even though it's train time and the big rush is on. He's the fellow who says, "Thank you, sir." Little things -- yes. But they are the kind of little things that have created good will toward Strasser and for the railroads for which he has worked, the newspaper tribute concludes.

The goodwill Mr. Strasser built up while on the job will benefit for a long, long time the NP and the other railroads he represented at the Butte depot. We are fortunate in having many employees on the Northern Pacific who have a keen appreciation of the value of courtesy and friendliness in their dealings with the public.

Conflicting business engagements prevented me from attending the safety award banquets at Spokane and Brainerd this month, but I want to take this opportunity to congratulate our two top employee safety winners, the Idaho Division and Brainerd Shops. A good measure of credit must go to Superintendent N. M. Lorentzen of the Idaho Division, J. C. Bekemans, Shop Superintendent at Brainerd, and C. T. DeWitt, Superintendent of Safety and Fire Prevention, for their leadership in the cause of safety.

But we didn't establish the second best safety record in our history -- as we did last year -- without support and conscientious effort on the part of everyone. It takes "team effort". And this is true of all worthwhile accomplishments our company achieves.

Employees in the General Motors Frigidaire division plants at Dayton, Ohio, received this reminder in one of their April pay envelopes:

"Q-ALITY--we can't have quality without U."

This applies equally well to Northern Pacific service.

Robert MacFarlane

DISCONTINUANCE OF NP TRAINS 5 AND 6

The Northern Pacific Railway notified the Washington Public Service Commission that loss of substantial revenue because of discontinuance of railway post office service on NP's Seattle-Spokane daytime passenger trains, 5 and 6, necessitated removal of those trains from service, effective April 1.

Dean H. Eastman, Vice President and Western Counsel of the Northern Pacific, in a letter to Wesley L. Barclift, Executive Secretary of the State Commission, said Trains 5 and 6 have been operating at a loss for some time and that discontinuance of the railway post office service effective March 31 will result in a direct mail revenue loss of approximately \$145,000 a year.

"This additional loss," Mr. Eastman said, "makes an intolerable situation and leaves us no alternative but to discontinue the train service."

Northern Pacific announced in an advertisement which was published in newspapers in the cities and towns affected that discontinuance also of railway post office service on its Trains 1 and 2 between Seattle and Spokane and on highway post offices operated by the Northern Pacific Transport Co., between Spokane and Lewiston, Idaho and between Lewiston and Pasco, will raise the Company's loss in mail revenue to more than \$300,000 a year.

The advertisement expresses the Company's regret that discontinuance of Trains 5 and 6 will result in loss of jobs to railroad employees and loss of service to stations which only these trains serve.

"We will endeavor, where feasible, to adjust schedules of Trains 1 and 2 between Seattle and Spokane to serve as many of these stations as possible," the advertisement concludes.

Courtesy is like a smile:
The more you give,
The more you get in return.

—ANON.

PROMOTIONS - RETIREMENTS

ACCOUNTING DEPARTMENT

K. T. WOODRUFF has been named Auditor Disbursements, St. Paul, to succeed P. G. RAMSWICK who retired April 1 after nearly 50 years of service with the Company.

Mr. Woodruff came to the Northern Pacific in 1956 as a Special Accountant after having been Auditor of the Camas Prairie Railroad at Lewiston, Idaho, for three years. In 1957 he was named Assistant Auditor of Disbursements.

Mr. Ramswick joined NP in 1910 at Laurel. He was Assistant Division Accountant and Division Accountant at Livingston before going to St. Paul in 1930 as Traveling Auditor of Disbursements. He became Assistant Auditor of Disbursements in 1932 and moved up to Auditor of Disbursements in 1946.

OPERATING DEPARTMENT

C. H. MOREAU, Master Mechanic St. Paul Division, has been named Master Mechanic of the Tacoma Division at Seattle to succeed G. G. FITZGERALD who retired after more than 41 years of NP service.

Succeeding Mr. Moreau at St. Paul is C. J. WIRTH, Master Mechanic of the Rocky Mountain Division at Livingston. L. R. EARL, Assistant Master Mechanic at Livingston succeeds Mr. Wirth and H. H. RAMER, General Foreman Mississippi Street diesel shop, St. Paul, succeeds Mr. Earl. E. D. CANTWELL, Roundhouse Foreman at Pasco, moved up to Mr. Ramer's post in St. Paul.

Mr. Moreau began his NP service as a fireman on the Rocky Mountain Division in 1929. He was Road Foreman of Engines at Spokane, St. Paul, and Tacoma before he became Assistant Master Mechanic at Seattle in 1951. He was Master Mechanic at Jamestown before going to St. Paul in the same capacity in 1956.

Mr. Fitzgerald went to work in in NP's Operating Department at Jamestown in 1907 where he worked for several years as a machinist. Between 1914 and 1918, he was sheriff and deputy sheriff of Stutsman



K. T. Woodruff



R. F. Blakeslee



O. W. Cobb

PURCHASING DEPARTMENT

L. S. MYERS, Purchasing Agent at Seattle, retired March 1 after more than 42 years of NP service.

He was succeeded by R. F. BLAKESLEE, Assistant Purchasing Agent.

Mr. Myers began his NP service in 1917 as a clerk in the South Tacoma Store Department. After holding various clerical positions at South Tacoma, he became Division Storekeeper at Tacoma in 1927 and later, at Seattle. He was Assistant General Storekeeper at South Tacoma and Assistant Purchasing Agent at Seattle prior to his appointment as Purchasing Agent in 1956.

Mr. Blakeslee joined the Livingston Store Department in 1941. Following navy service, he attended Washington State College and was graduated in business administration in 1950. Returning to NP as Storekeeper at Laurel, he was successively Storekeeper at Glendive, District Storekeeper at South Tacoma and, since February 1, Assistant Purchasing Agent at Seattle.

County, North Dakota. He was Roundhouse Foreman at Missoula and Assistant Master Mechanic at Seattle before he was named Master Mechanic in 1951.

TRAFFIC DEPARTMENT

O. W. COBB, Assistant General Freight Agent at Seattle, has been named General Freight Agent - Rates at St. Paul, a newly created position.

R. S. SANDGREN, Commerce Agent at St. Paul, becomes Assistant General Freight Agent at Seattle and R. J. MADDEN, Traveling Freight and Passenger Agent at Minneapolis, moves up to Commercial Agent at Minneapolis.

R. O. AVERY, City Freight Agent at Minneapolis, is promoted to a newly created post of Assistant to the General Freight Agent, Rate Department at St. Paul. Succeeding Mr. Avery is P. J. SAFONTE of the New York City traffic office.

L. S. KISER, Special Sales Representative for piggyback at Billings, is being transferred to St. Paul in the same capacity and E. L. JOHNSON, Traffic Representative at Spokane, becomes Transportation Analyst at Seattle. Both of these men completed the Railway's two-year traffic training program last year.

Mr. Cobb joined the Kansas City traffic office in 1947 following graduation from the University of Missouri. He was City Freight and Passenger Agent at Kansas City and Traffic Assistant at St. Paul before going to Seattle as Assistant General Freight Agent in 1955.

Mr. Sandgren became City Freight and Passenger Agent at St. Louis in 1955 after completing NP's traffic training program. He was Commerce Assistant at St. Paul prior to his appointment last year as Commerce Agent.

Mr. Madden, who began his NP service at St. Paul in 1926, has been City Freight Agent at Minneapolis and Detroit and Traveling Freight and Passenger Agent at Detroit and, since 1958, at Minneapolis.

Mr. Avery joined the Railway's Winnipeg traffic office in 1951. He moved to Minneapolis in 1954 as chief clerk in the freight traffic office and became City Freight Agent the following year.

STEWARDESS-NURSES WIN FRIENDS FOR NORTHERN PACIFIC



Marilyn F. Fritts



*Elaine Rath, Supervisor
of Stewardess-Nurses*



Marilyn E. Parsons



Patricia Ann Collins

Stewardess-nurses on the Vista-Dome North Coast Limited have helped win many friends for the Northern Pacific during the nearly five years since the service was inaugurated.

Ever since the spring of 1955, the attractive young women, who wear the pretty green uniform of NP's stewardess-nurses, have added the feminine touch to NP's traditional friendly and courteous service. They have been of real help to passengers in their double capacity as stewardesses and nurses. All are registered nurses.

Pictured on this page are Elaine Rath, supervisor of stewardess-nurse service, and eight of the 10 stewardess-nurses who make up the full complement. Not pictured are Ann Gallagher and Charlotte Hanes who recently joined the staff.

In addition to being registered nurses, the young women must measure between 5' 2" and 5' 7", weigh no more than 140 and must be single. They make one run between Seattle and Chicago every 10 days. They rest two days in Chicago and are off four days when they return to Seattle.

Part of the job of the stewardess-nurses is to tell travelers where they are over the public address system, pointing out spots of interest along the route.



Joan J. Holecek



Doris M. Podborn



Helen M. Cobb



Mary Stevenson



Joann Peduzzi





Jean Miller, Miss Downtown St. Paul, left, was presented to Carol Van Lith, NP Princess, by Rudy Clemmenson, NP Carnival Committee Chairman.



ST. PAUL WINTER CARNIVAL ROYALTY and other distinguished citizens turned out for a gala luncheon and program recently in Hotel Lowry when the Northern Pacific Railway Carnival Club gave its annual party for its reigning princess, Carol Van Lith.

Reginald Ames, Assistant General Solicitor in the Law Department, who was master of ceremonies, extreme right, welcomed Prime Minister Carl W. Cummins Jr., Boreas Rex XIV Fred Soderberg and Queen of the Snows Muriel Lux.



L. to R. - W. C. Smith, Superintendent; F. L. Steinbright, General Manager; J. D. Nankivell, newly appointed Assistant General Freight Agent at Minneapolis; O. A. Kobs, Western Freight Traffic Manager; E. M. Stevenson, newly appointed Eastern Freight Traffic Manager, New

York City; F. G. Scott, Western Passenger Traffic Manager; C. E. Fulton, Assistant Western Freight Traffic Manager; C. E. Moebring, newly appointed Assistant General Freight and Passenger Agent.

One hundred seventy friends and associates gathered at the Transportation Club in Seattle on the evening of February 26 to honor Ed Stevenson and Jim Nankivell, prior to their departure to take over new assignments in the East. Mr. Stevenson became Eastern Freight Traffic

Manager, New York City, effective March 1 and Mr. Nankivell took over the position of Assistant General Freight Agent at Minneapolis on the same date.

Ober A. Kobs acted as Master of Ceremonies at the banquet.

RETIREMENTS

Very best wishes for many more years of peaceful, happy living to the following employees who retired. May their years of loyal service bring their just rewards and may their memories of Northern Pacific be always pleasant one.

NAME	OCCUPATION	LOCATION	YEARS SERVICE	NAME	OCCUPATION	LOCATION	YEARS SERVICE
Abraham O. Engh	Clerk - Store Dept.	So. Tacoma	42	William R. Luebke	Machinist	So. Tacoma	24
Glenn V. Skinner	Agent - Telegrapher	Wilton	47	A. J. Knoll	Section Laborer	Forsyth	32
Virgilio Zampetti	Section Foreman	Spokane	46	Eleanor M. Miner	Clerk-Treasury Dept.	St. Paul	42
Charles J. Petsch	Switchman	St. Paul	42	Harry A. Rosberg	Conductor	Dilworth	39
Henry C. Tietz	Telegrapher	Fromberg	50	B. L. Toettcher	City Frt. & Pass. Agt.- Traffic Dept.	Duluth	41
John E. W. Brem	Locomotive Engineer	Dilworth	46	Lyall W. Middleton	CTC Maintainer	Toston	48
William S. Johnston	Conductor	Duluth	47	John B. Gile	Switchman	Minneapolis	31
Casper E. Lipke	Machinist	So. Tacoma	40	Ray W. Tracy	Locomotive Engineer	Seattle	53
Brunette Brunette	Section Laborer	Roy	41	Michael E. Kennedy	Corman	Brainerd	31
Donald I. McBeth	B&B Carpenter	Seattle	37	Henry E. Piche	Yard Clerk	Minneapolis	43
T. Hendricksen	Section Foreman	Hoquiam	38	Joseph E. Keller	Locomotive Engineer	Pasco	36
Charles R. Haglund	Locomotive Engineer	Minneapolis	47	Earl R. Thompson	Asst. Freight Agent	Spokane	51
Louritz E. Erickson	Agent	Paradise	42				
L. J. Connelly	Sheetmetal Worker	St. Paul	23				

Ending 40 years of Northern Pacific service in New York, GEORGE C. REINHARDT (second from left) receives congratulations from President Macfarlane on a job well done. Also wishing him well Vice President Otto Kopp (left) Eastern Freight Traffic Manager E. M. Stevenson (center) and General Freight Traffic Manager W. J. Luchsinger (right).



H. B. (HEINE) STRASSER, Baggage-master at Butte, retired recently after 50 years of service without a reportable injury and "never smashed a bag in his life." Mr. Strasser started railroading when he was 16, going to work in the baggage room at Butte which has known him for half a century.



JOHN E. HEAD, right, St. Paul Division Conductor who retired October 31 last, was honored guest, along with Ray T. Boyd, retired Assistant Superintendent Safety and Fire Prevention, and L. J. Sackariason, retired Chief Clerk Northtown Yard, at the annual party given by NP Northtown Pension Club.

Merlin J. Taylor, Head's brakeman for the past several years, is shown making gift presentation.

The NP Northtown Pension Club was organized in 1952 and now has a membership of 126.



MISSISSIPPI STREET SHOPMEN honored several of their 'retirees' at a party attended by more than one hundred at the Legion Club, February 10. Cap. Stemig, standing, was master of ceremonies.



Honored guests were: John Bauman, Fred Anderson, Rufus Cincoski, Elmer Wenner, and L. J. Connelly.

O. J. Murphy, Superintendent Motive Power, is shown third from left.



Northern Pacific Beneficial Association



AMONG YOUR N.P.B.A. ELECTED DIRECTORS

(More of a Series)

Ford J. Higgins, Director representing Shopmen, Locomotive Department, is also an experienced member of the Board of Directors.

He has been with the Northern Pacific since 1936 and has been a member of the Board of Directors since 1947.

The name of Higgins is a familiar one on the Board, as his father, R. J. Higgins, served as District Director from Glendive from 1928 until 1939.

He resides in Auburn with his wife and four children, two boys and two girls, ranging in ages from ten to eighteen.

Mr. Higgins has numerous outside interests, including membership in Local 841, District 110, International Association of Machinists.

The In-Service Education Program at St. Paul Hospital is continuing to function with discussions and presentation of information by doctors and other personnel.

Dr. H. S. Proud, Association Surgeon, recently spoke to the nurses on post-operative care of patients.

Nursing personnel find this program very beneficial in clarifying the theory behind phases of patient care and enabling them to give better nursing service as a result.

We are grateful for these contributions received recently:

\$20.00 from Carl L. Pearson, Clerk, St. Paul;

\$15.00 from P. A. McManus, Retired Locomotive Engineer, Kent, Wash.;

\$10.00 from M. E. Kunschak, Tinsmith, Livingston, Mont.;

\$10.00 from Christian Anderson, Retired Sectionman, Bismarck, N.D.;

\$10.00 from G. W. Kanouse, Retired Car Distributor, Fargo, N.D.

George P. Haas, Western District Director, is a veteran on the Board of Directors, having served two terms prior to re-election in November.

He began working for the N.P. at Como Shops, St. Paul, in 1915, and is now employed in the Paint Shop at So. Tacoma.

His family consists of his wife, a son and daughter and four grandchildren.

Through the years he has been active in a number of organizations. He is Past President of the N.P. Veterans' organization and of the Carmen's Union of So. Tacoma Lodge. He is now President of the Joint Railway Association and is serving his ninth year in office.

With all his activities, Mr. Haas still finds time to make toys for his grandchildren and is an avid salmon fisherman.

A television set has been presented to the Missoula Hospital by Livingston employees in the Roundhouse, Backshop, Car Shop, Electrical Shop, Store Room, Clerk's Mail Office, Roadway Shop and Credit Union.

Our sincere thanks to all who contributed toward its purchase.

We were sorry to learn that Erwin S. Moug, Director representing Agents, Telegraphers, etc., expired March 22 at St. Paul Hospital.

Mr. Moug was appointed to the Board by the Executive Committee in December 1956 to fill the unexpired term of deceased Director C. C. Starnes. He won election as Director in November 1959.

At the time of his death he was Agent-Telegrapher at Chaseley, N.D.



Director Albert L. Johnson of Wadena, Minnesota, represents Trackmen-Tie Treating Plant employees and is also Vice-President of the Association.

His N.P. service date is 1919. He is a member of the Brotherhood of Maintenance of Way employees, and over a period of nineteen years has held office in that organization as Local Chairman, President and Legislative Representative. He has been Executive member of that group's System Division for fifteen years.

Mr. & Mrs. Johnson have five married daughters, one of whom lives in Wadena. The others provide their parents with a variety of vacation spots, including Maine, Iowa, Colorado and even Formosa.

In spite of his many interests, Mr. Johnson finds time to spend in his basement work shop indulging in his wood working hobby.

Members will remember the story in the September 1959 issue concerning Vickie Pierre, the little Indian girl stricken with polio, who is a patient in our Missoula Hospital.

We were very pleased to receive \$50.50 from employees in the Duluth area for her care. The money was contributed in memory of deceased Eastern District Director A. J. Haggerty who had initiated a drive to create a fund for her care.

Those who participated in this fund raising drive are to be commended for their efforts to befriend this child who is so completely dependent upon others.

MEMBERS ARE REQUESTED TO READ AN IMPORTANT ARTICLE IN "LABOR" DATED SATURDAY, MARCH 26, 1960, PAGE 3, ENTITLED "LIST REVEALS HOW TO SAVE ON THE CC T OF MANY DRUGS".



SAFETY HABIT

Safety is a habit - good or bad. We may have a habit of being alert to hazard, obeying rules made for protection of us all and complying with instructions, or we may have a habit of hoping someone else has removed all the obstacles from our path, letting everyone look out for themselves and blaming someone else for all our misfortunes.

Accident records show that a high percentage of accidents are caused by repeaters, or those who seem to have a habit of being involved in an accident. Other people may work a lifetime without suffering a lost time injury. The difference can usually be observed in the safety habits of the man himself. Good safety habits, like good marksmanship, or being good with a fly rod, are accomplished by continuous study and practice. If there is an accident, it must be studied and correction devised to prevent a recurrence.

The habit of reading and studying your Safety Rule book is a habit that would be easy to form and a habit that would really pay off. Those rules were written because of someone's mistakes.

The Safety Rule book is a guide for you and protects you if you study the rules and follow them.



STATEMENT OF EMPLOYEES' REPORTABLE CASUALTIES BY CLASSES FOR THE PERIOD JANUARY 1 TO MARCH 31, 1960												
	Divisions						Main Shops					
	Lake Supr.	St. Paul	Fargo	Yellowstone	Rocky Mtn.	Idaho	Tacoma	Como	Brainerd	Livingston	So. Tacoma	Total
Enginemen					1		1					2
Trainmen		3		1	3		3					10
Yardmen		1	1				1					3
Stationmen												
Trackmen		2	2		1	1	1					7
B & B. men												
Shopmen					1							1
Carmen				2								2
Total	0	6	3	3	6	1	6	0	0	0	0	25
Rank	1	6	5	3	7	2	4	1	1	1	1	
Store							1				1	2
Dining Car												
Engineering												4
Signal												
Chief Spl. Agent												
Communications Dept.												
Electrical Engr.												
General Office												
King St. Station												2
Miscellaneous												
Grand Total	0	6	3	3	6	1	7	0	0	0	1	33
Casualty Rate per Million Man Hours (est.) - - - - - 3.99												

PERSONALS

The following appointments were announced recently:

G. W. SCHULTZ, Signal Supervisor, Glendive
 R. G. BECKER, Division Storekeeper, Glendive
 W. G. LAMB, General Yardmaster, Helena
 C. E. RICE, Car Foreman, Billings
 W. R. SCHULTZ, Night Roundhouse Foreman, Mandan
 J. W. NELSON, Traveling Auditor, St. Paul
 L. L. JANKE, Traveling Auditor, Fargo
 E. M. KLATT, Traveling Auditor, Brainerd
 H. C. PHILLIPS, Car Roundhouse Foreman, Yakima
 E. C. SMOAK, Assistant Roundhouse Foreman, Auburn
 FRANK PONTAROLO, Assistant Roundhouse Foreman, Livingston
 E. F. SIMPSON, Car Foreman, Mandan

Trainmaster H. J. Walters (left) Helena, congratulates General Yardmaster W. G. Lamb on his safety activities.



Wife (reading husband's fortune card): "You're a leader of men. You're brave, strong-willed and popular with the opposite sex. It has your weight wrong, too!"



All decked out in St. Patrick's Day finery is Switchman Paul Miller, Union Depot, St. Paul. This would be an excellent photo in color with Paul's green beard.